



Backcountry Airstrip Tour

Close to 60 persons gathered at the Glacier Park International Airport for a bus tour of the Wurtz and Sondreson backcountry airstrips. Joining the group were interested persons from Idaho and Washington together with Randall Popelka of Senator Burns' Washington DC staff and Rebecca Manna of Senator Baucus' Kalispell staff.

Deb Manley of the United States Forest Service joined the group at Polebridge and proceeded to Sondreson. Deb Manley indicated the USFS may not be terribly enthusiastic about it being returned to airstrip status. Some of the new plant growth such as sage brush, together with other issues may prevent them from being supportive of the reopening of this location.

Mike Strand had photos of the strip in its earlier years with lots of airplanes together with a recent letter from Mrs. Sondreson indicating the fact that it was their desire that the airstrip remain open. This airstrip is in near perfect condition and provides excellent recreational opportunities such as fishing, camping and floating. The Sondreson sold the property to the Forest Service and never intended for the airstrip to be

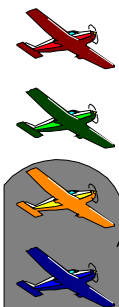
closed. Documentation from the USFS was requested on the closure which will be reported on further once received.

The group then headed further up the North Fork to the Wurtz airstrip. The existing strip is marginal with the north 300-400' badly damaged by a flood and not useable at this time. That leaves about 2500' useable at an elevation of approximately 3500. Although Deb Manley feels this airstrip offers the best possibility for a long-term success it is very rough and would need considerable work to reinstate it to a good, useable, safe condition. Fishing and floating access are good but due to ditches on either side of the runway, parking could be a problem unless corrected. Camping is not as desirable as at Sondreson.

Boyd Miller of the Idaho Aviation Association shared some things that have been successful in his state. He encouraged everyone to get involved and to get more people excited about these kinds of opportunities.



Interested parties listen to Deb Manly of the USFS discuss options for the Wurtz backcountry airstrips. The group enjoyed a gorgeous day in the backcountry and Flathead Valley.



Administrator's Column

GAO GIVES CONGRESS SCATHING REPORT ON FAA:

In its report to Congress, the General Accounting Office (GAO) cited the FAA for failing to enforce terms of airport grant assurances. The GAO cited the FAA for failing to protect the U.S. government against fraud, waste, abuse, and mismanagement. The GAO found that some general aviation airport operators are using airport land for everything from mobile home parks to dumps and diverting airport revenues away from the airports. Aircraft Owners and Pilots Association President Phil Boyer stated "GAO paints the picture of an agency 'asleep at the radar scope' while critical airport resources slip away under their noses." "The report proves what we've been saying for years: In the battle to protect airports, FAA is frequently a noncombatant." The GAO said that the FAA is not enforcing its own rules, called "grant assurances," that protect the aviation taxpayer's investment in airports. The GAO report states that there are 23 FAA airport field offices that are supposed to monitor all federally assisted airports and that only four actually do. That some \$18 million of revenue has been lost or diverted at just 11 general aviation airports since 1992 because the FAA has failed to enforce its rules. The GAO said the FAA has numerous enforcement tools but fails to use them. The agency prefers to negotiate compliance with federal requirements. But when negotiations fail, FAA frequently fails to get tough. "FAA has not used its available enforcement actions effectively to deter violations or recoup losses to the federal government, when such actions are not taken, even in cases of long-standing noncompliance, then the lack of action becomes a de facto policy of permissiveness." Among other things, GAO recommended that the Secretary of Transportation hold the FAA field offices accountable for enforcing FAA rules. Boyer stated "We think Congress should consider legislation to force FAA to comply with the GAO recommendations, otherwise, history suggests FAA will fall back into its old patterns and claim that 'budget' or 'workload' prevents them from doing what they are supposed to do." A copy of the GAO report is available on AOPA Online at www.aopa.org ➔

HOOVER BILL GAINS SUPPORT:

In the March issue of Montana and the Sky I reported that the "Hoover Bill" was back before Congress. The so-called "Hoover Bill" has been reintroduced by Senator James Inhofe (R-Oklahoma) and has gained the sup-

port of ten leading national aviation organizations which includes the Aircraft Owners and Pilots Association, Air Line Pilots Association, Air Transport Association, Allied Pilots Association, Experimental Aircraft Association, National Air Carriers Association, National Transport Association, National Business Aircraft Association, NTSB Bar Association and the Regional Airline Association. This bill would curb the FAA's abuse of its emergency authority to revoke pilot certificates. It would give pilots the right to challenge the emergency nature in an expedited hearing before the NTSB, which would have to rule within seven days. If the NTSB decides the certificate action was not a true emergency, the pilot could continue to fly while the case against him proceeds. ➔

U.S. AIR FORCE WANTS TO REGAIN CONTROL OVER CAP:

The U.S. Air Force (USAF) has asked Congress to give it tighter control over the Civil Air Patrol (CAP). The CAP is an auxiliary of the USAF, wears USAF uniforms, and is funded through the USAF budget. According to news articles, the CAP receives about \$28 million annually in federal tax dollars as an auxiliary to the USAF. After several internal investigations and audits, the USAF has accused the CAP of mismanaging federal money, traveling first class on taxpayer tab, lax safety standards and retaliating against members who blow the whistle. The USAF claims it wants to make the CAP more accountable for the tax dollars it spends. The CAP responded with a point-by-point rebuttal of the charges and reportedly a \$100,000 Congressional lobbying campaign. The USAF has turned the matter over to the U.S. Attorney's Office for further investigation. The USAF got a set back when the U.S. Senate passed an amendment (396 to SB 1059) which reads "It is the sense of Congress that no major change to the governance structure of the CAP should be mandated by Congress until a review of potential improvements in the management and oversight of CAP operations is conducted." This will result in a detailed investigation of the CAP by the Government Accounting Office, the Air Force Inspector General and the military's criminal investigative arm. If the House agrees, the request will become part of the Armed Services Authorization Bill. You read so much about this lately, both pro and con, it gets confusing. I guess we'll just have to wait and see. ➔



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Canadian User Fees

NAV CANADA, the Canadian air navigation services provider, implemented a system of user fees as of March 1, 1999, on all operations that utilize NAV CANADA facilities. The user fees apply to all aircraft conducting commercial and recreational operations within Canadian airspace.

Although NAV CANADA will bill the operator after the flight has been conducted, it is important for charter operators to anticipate the applicable user fees in order to quote the appropriate cost of the operation to the customer.

Canadian user fees are based upon engine type (propeller or jet) and aircraft weight (indicated by the "maximum gross takeoff weight" certificated for the aircraft), and then divided into the following categories:

➔All aircraft weighing .6 metric tonnes or less (1,323 lbs or less) are exempt from any user fees;

➔All aircraft weighing between .6 metric tonnes and 3.0 metric tonnes (1,323-6,614 lbs) have fees based upon purpose, i.e., recreational or business;

➔Propeller aircraft (including turbo-props) weighing 3.0 metric tonnes or more (6,614 lbs+) have a daily user fee assessed according to the specific aircraft weight that allows unlimited use of NAV CANADA facilities within a 24-hour period beginning at 0800 zulu time.

➔All jet aircraft are subject to user fees assessed by a "terminal server fee" and "en route fee" calculated by NAV CANADA'S published formulas.

The registered weight of the aircraft must be acknowledged by both the owner/operator and NAV CANADA in order to assure that user fees are billed and paid accordingly.

NATA encourages members who conduct flights to Canada to register with NAV CANADA, by filing the applicable flight plan, in order to establish the applicable aircraft weight for the appropriate use fee plan. The Association encourages its members that fly to Canada to contact NATA and request *THE NATA Guide To NAV CANADA'S User Fees*, a publication intended to assist in identifying applicable charges.

EAA HOSTS FAMILY FLIGHT CAMPS

Families can now share a weekend bonding centered on aviation fun and activities at one of the EAA Family Flight Camps during 1999, based at EAA's beautiful new Air Academy Lodge.

During these unique weekend programs, the focus will be on family fun with an aviation emphasis. Activities include flight experiences and hands-on workshops, as well as in-depth views of EAA, its programs and Oshkosh facilities. The program is based on activities from the popular EAA Air Academy, which has been instrumental in opening the world of flight to young people and adults for more than 15 years.

The camps are scheduled Sept 10-12, Oct 8-10 and Nov 12-14, 1999. EAA Family Flight Camps re open to any family combination, including parents, children, grandparents, uncles/aunts and other family members. Families will be housed in the Air Academy Lodge, a complete residence facility that opened in June 1998 adjacent to the EAA air Adventure Museum in Oshkosh.

Openings are limited for this family weekend program. The fees for a family of three are \$350 for non-EAA members, \$300 For EAA Members. For a family of four, fees are \$450 for non-EAA members and \$400 for EAA members. For families larger than four, more information or registration, contact the EAA Education Office at 920-426-6815 or via e-mail (education@eaa.org).

Calendar

June 19 – 20 – "Mountain Madness 99" Airshow, Glacier Park International Airport, Kalispell. The Blue Angels, Wayne Handley, The Pietsch Brothers, balloons, parachuting, gliders, warbirds and many static displays. Call (800)543-3205 or (800)843-6114. Gib Bissell, Airshow Operations Officer. Temporary tower frequency 124.55; ground 121.6.

June 20 – Beacon Star Father's Day Fly-in with Frank's poorboy sourdough pancake breakfast.

June 26 – EAA Fly-in, Billings. Breakfast, Young Eagle Flights, BBQ.

June 26 – 27 – Fly-in Benefit for Pat Doyle, Turner.

July 6 – Montana Aeronautics Board Meeting, West Yellowstone Conference Hotel.

July 8 – Governor's Essential Air Service Task Force Meeting, Billings Airport.

July 9 – 11 – Staggerwing Fly-in. Barbecue Saturday night, pancake breakfast Sunday morning, Seeley Lake.

July 10 – Hamilton Open House and Pancake Breakfast. Call Warren Woolley 363-0874 for info.

July 16 – 18 – Schafer Meadows Annual Work Session.

July 16 - 18 - CAP Search & Rescue Training Exercise, Gallatin Field Airport 888-454-3287 for info.

July 16 – 18 – Miles City Fly-in and Antique Show.

July 16 – 18 – EAA Family Fly-in and trade show, West Yellowstone Airport.

July 28 – August 3 – EAA AirVenture Fly-in and Convention, Oshkosh, WI.

August 2 – 6 - CAP'S Aerospace Challenge For Youth, Missoula 888-454-3287 for info.

August 5 – 8 – MAAA Fly-in, Pogreba Field, Three Forks.

August 6 – 8 - Montana CAP State Conference, Missoula 888-454-3287 for info.

August 6 – 8 – Sixth Annual Splash In – Fly In, Stillwater Landing.

August 27 – 28 - CAP Search & Rescue Training Exercise, Kalispell, 888-454-3287 for info.

September 17 – 19 – Mountain Search Pilot Clinic, Kalispell.

September 18 - Aerotronics Annual Open House, Billings.

September 24 – 26 – Montana Pilots Association Fall Fly-in, Great Falls.

October 21 – 23 – AOPA Expo'99, Atlantic City, NJ.

November 6 – AOM Board Meeting, Helena.

March 2-4, 2000 – Montana Aviation Conference, Billings.

Aviation Awareness Art Contest

The 1999 Aviation Awareness Contest sponsored by Montana Aeronautics Division and Northwest Airlines was an overwhelming success. Thank you to all that participated. This year's winners are:

Category I – Grades 1-4

- 1st Anna Joy Wood – Grade 1- from Condon
- 2nd Colt Ferguson- Grade 3- from Fort Peck
- 3rd Phillip Negarrd- Grade 2 – from Roy

Category II- Grades 5-8

- 1st Crystal Dorne- Grade 6- from Swan Lake
- 2nd Luke Ahmann- Grade 8- from Laurel
- 3rd Sammi Dorne- Grade 5- from Swan Lake

Category III- Grades 9-12

- 1st Katrina Wahl- Grade 11- from Cut Bank
- 2nd Brent Bouma- Grade 9- from Lincoln
- 3rd Nicholas Greil- Grade 9- from Missoula

“It must have been my first flight that sparked an interest in aviation. I wasn’t yet born at the time of that flight, but I already was making a visible bulge in the world.

My next airborne ride was a few months after I turned ten. Aboard the vibrating Northwest aircraft, I looked wide-eyed out the window, watching the pavement streak past. When it seemed we could go no faster, suddenly the earth fell away, and I realized that I was no longer part of it. I wasn’t one of those dots crawling on the ground, or following a thread high-

way in a shiny capsule. I was part of the sky now, on a level with the clouds I had often watched from our lawn, and wished to touch. I was flying! The thought was incredible.

At age ten, I didn’t understand how airplanes worked. Despite this, I enjoyed the ride very much, and felt a twinge of sorrow when the plane nosed down toward the runway, signaling the end of my sky ride. And although I am older and wiser in the ways of aircraft, I haven’t lost the appreciation for an airplane ride. Something about the sleek power of a Neptune plane, the grass-flattening blades of a helicopter, or the bright cheery look of a little Cub plane stirs a responsive chord in me.

In my artwork I try to capture this feeling of unlimited power and beauty. Having flown in a variety of airplanes, it’s my goal as an artist to put my aeronautic feelings on paper. I will know that I have succeeded when those who view my art can feel what I feel.

Aviation is an ever-expanding field of science; many impressive machines have been developed in it, and

have greatly improved our world. The future of aviation is bright with promise.”

Written by: Katrina Wahl

The aviation awareness art contest awards ceremony was held on June 2nd. The artists and their families were picked up in their hometown and flown to Helena where Governor Marc Racicot, Marv Dye, Director, Department of Transportation and Mike Ferguson, Aeronautics Administrator, presented the winners with a plaque, trophy and ribbon. The winner of Category III, Katrina Wahl was awarded tuition to the EAA Air Academy and an airline ticket compliments of Northwest Airlines to and from Oshkosh.

The students and their families were treated to lunch at the Colonial Inn and then given a tour of the air traffic control tower by Terry L. Fogelstrom, Air Traffic Manager. The day concluded with an airplane flight back home for the students and their families.



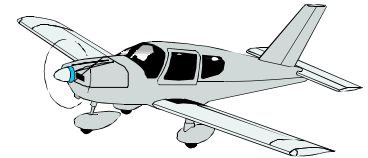
Marv Dye, Governor Marc Racicot and Mike Ferguson congratulate Katrina Wahl, Cut Bank, grand prize winner of the 1999 aviation awareness art contest. See Katrina's winning art work on page 6.



Category II winner Crystal Dorne, Swan Lake shown with Governor Racicot and her parents John & Carol Dorne.



Pictured above is Category I winner Anna Joy Wood and her parents Charles & Ellie, after a full day in Helena they are ready for their flight home to Condon with Mike Ferguson. At left is the Wahl family with the Governor from left to right, Rebecca, Loraine, Governor Racicot, Katrina, Heidi, Rachael. Congratulations to all of the winners!



Audrey Poberezny Receives Award

Audrey Poberezny was selected as this year's recipient of the National Aviation's Club Katherine and Marjorie Stinson Award for Achievement. Since 1985 the National Aviation Club has recognized women who have made significant achievements in the aviation community and aerospace industry. In 1997, the Club inaugurated the Katherine and Marjorie Stinson award for Achievement dedicated to honoring a living woman for an outstanding and enduring contribution, a meritorious flight, or a singular technical development in the field of aviation, aeronautics, space or related sciences.

The Stinson Trophy, which resides in the National Air & Space Museum in Washington, DC is represented by a statue of the Winged Mercury. Commissioned by Lockheed in 1937, it was originally created to be given to Amelia Earhart upon completion of her around-the-world flight that year. As the Stinson Award, the trophy was first presented to astronaut Dr. Shannon Lucid in 1997.

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PRIVATE USE AIRPORTS AND THE DIVISION

By: James R. Greil, Aviation Support Officer

Due the sheer size and agricultural economy our great state, it is understandable why many pilots own a private use airstrip. Using these airstrips for day to day operations on the ranch/farm, for their own recreation or as just a novelty, many private use airport owners enjoy having a place of their own where they don't have to worry about hangar rents, ordinances, air traffic or FAA ramp checks. Because of these advantages, there are currently several hundred charted private use airstrips in Montana.

The Montana Aeronautics Division has a tradition of avoiding unnecessary regulation and because of this, the Division does not approve, license or regulate, in any way, any private use airport in the State of Montana. This is not the case with many other states, which a private use airstrip owner in some states is required to have a license to operate a private use airstrip and have annual safety inspections on that strip. Because the Division has no formal oversight of private use airstrips, we rely on you to help us to accurately chart private use airstrips. The Division requests that all private use airstrip owners complete a short form providing information about their airstrip. The form is very simple and asks basic questions about location, runway hazards

and the owners phone numbers. Once completed, the form is kept at the Division and absolutely no information from the form is passed on to any other government agency or disseminated to the public in any way.

Why does the Division ask for such a form? There are two very good reasons. The first and foremost is for search and rescue. There are numerous times when ELTs are broadcasting a signal from or near private use airstrips. In the event of an emergency, the Division would like to have phone numbers to contact strip owners to aid in the rescue or location process. The second reason is equally important, and that is to accurately produce a statewide aeronautical chart. The only ways private use airstrips are charted on the Montana Aeronautical Chart are by a random sighting by someone at the Division, or being provided the information by airstrip owners. Charting private use airstrips is a good idea for a number of reasons. One good reason is that if a private use strip is charted as private use, it will reduce the liability in case of an accident involving an aircraft that had no permission to use the strip. If an airstrip is visible from the air but is not charted as a private use airstrip, it could be construed as an invitation to the public

to use the facility. As important as it is to place new and existing airstrips on the chart, it is equally important to remove those strips that are no longer there. In order to do this, once again, the Division relies on you to help us.

If you have an airstrip that you would like to place on the next Montana Aeronautical Chart or would like to check to see the information on the strip is accurate, please contact us and we will aid you in any way necessary to place your airstrip on the chart. If you happen to notice that your airstrip or some airstrip that you know of is no longer an airstrip, please contact us with the information so we can remove it from our chart. We appreciate your attention to this matter as it is in everyone's interest as pilots to have the most effective search and rescue available and the most accurate charting as possible. For further information or to add or remove an airstrip from our charts, please contact us at the number or address below. Thanks and safe flying.

Montana Aeronautics Division
attn: Jim Greil
P.O. Box 5178
Helena, MT. 59604
(406) 444-2506
FAX (406) 444-2519



Pictured at left is Katrina Wahl's first place entry in Category III of the Montana Aeronautics Division's Aviation Awareness Art Contest. Katrina is the winner of the Grand Prize all expense paid trip to attend the EAA Air Academy in Oshkosh, WI. Katrina's airline ticket was donated by Northwest Airlines, Northwest has supported the Division's Art Contest for the past several years. A special THANK YOU to Lisa Perry & Gordon Brandes of Northwest for their many years of support!

13th Annual Northwest Mountain Family Fly-In & Aviation Safety Conference

West Yellowstone, Montana, the birthplace of the Family Fly-In, will be the site of the 13th annual event, July 16 through July 18, 1999. This year there will be major EAA involvement and kit plane manufacturers from around the country will be coming to West Yellowstone to demonstrate their products. There will also be an EAA trade show featuring products of manufacturers and supply vendors. The keynote speaker for the Saturday night banquet will be Dave Morss, a free lance test pilot who has made the initial test flights in an impressive variety of over 20 aircraft types. Dave has some stories to tell that you won't want to miss! Be sure to visit the web sit at: <http://www.faa.gov/fsdo/hln/wys.htm>

As always, anyone who wants to fly in and camp can do so. If you want reservations, it is recommend that you call at your earliest convenience. The toll free number for reservations, is 800-646-7365.

This year, they are asking everyone to pre-register. Registration does not obligate you in any way, but does help with planning. Please fill out the registration form and return it to Flight Standards District Office, 2725 Skyway Drive, Suite 1, Helena, MT 59601. If you would like to serve as a volunteer flight instructor in the "Wings" program, please indicate so on the form.

Tower Frequency 127.2
Ground Control 121.6

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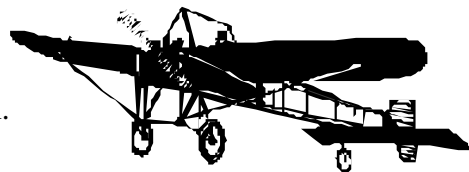
☐ Yes, I/we will be coming!

Name _____

Address _____

Number in your party _____, Number that will be attending Friday evening barbecue _____, Number that will attend Saturday evening banquet _____

☐ I am a CFI and wish to volunteer as an instructor for the Wings Program.



I can have the following aircraft for rent in West Yellowstone:

Make _____

Model _____ Rate/Hr _____

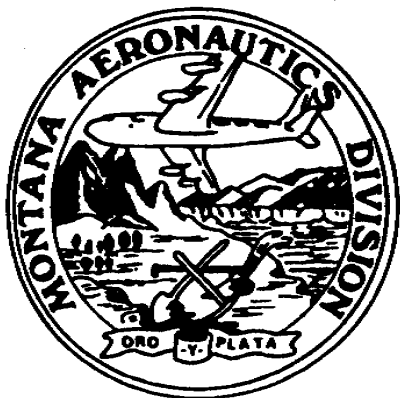
For information call: John Goostery (800)453-0001 ext 225; Jim Cooney (800)457-9917 ext 22; car rental reservations (800)331-1212; motel reservations (800)646-7365

GAMA Releases New “General Aviation is...” Brochure

In an effort to increase public understanding of the benefits of general aviation, the General Aviation Manufacturers Association (GAMA) recently released its “General Aviation is...” brochure. This easy-to-read pictorial shows the scope and diversity of general aviation by highlighting the many uses of general aviation aircraft.

“General aviation is technically defined as all aviation other than commercial and military,” the brochure reads “but, as broad as that definition is, it really does not tell the whole story about one of our nation’s most important and dynamic industries.” This 14-page piece illustrates how general aviation benefits people every day.

Copies of the brochure will be made available to colleges and universities, distributed to libraries, and will be available free to reporters and editors. Contact GAMA at 1400 K St. N.E., Suite 801, Washington, DC 20005, www.generalaviation.org or telephone (202) 393-1500 for ordering information.



PO Box 5178
Helena, Montana 59604-5178

Stupid CFI Tricks

The FAA encourages CFIs to train their students to deal with distractions, but you can take a good thing too far. For example, an Arlington, TX, CFI described in a recent FAA prelim. The instructor, the report says, distracted the student, unbuckled the student’s seat belt, then put a high negative G-load on the Cessna 152. The student was slammed into the roof of the plane and knocked unconscious. The student’s legs then briefly got the CFI’s way as he tried to regain control of the aircraft. When the student awoke, he asked the instructor to return to the airport and then drove himself to the hospital, where he was diagnosed with an injury to the neck. One can only guess what that CFI was thinking.

Twenty nine hundred copies of this public document were produced at an estimated cost of 39 cents each, for a total cost of \$1,123. This includes \$120 for production, \$783 for postage and \$220 for printing.



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